REVISION LETTER For Disc 24-2009

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Page 1

Changed chart(s) since Disc 23-2009

ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT PROCEDURE IDENT

INDEX REV DATE

EFF DATE

Yaroslavl, (Tunoshna - UUDL)

REV	BADAK, OKAMI, POGET & VARE	10-2	20 ноя 2009
REV	BADAK, OKAMI, POGET & VARE	10-2A	20 ноя 2009
REV	BADAK, OKAMI, POGET & VARE	10-3	20 ноя 2009
REV	BADAK, OKAMI, POGET & VARE	10-3A	20 ноя 2009

TERMINAL CHART NOTAMS

No Chart NOTAMs for Airport UUDL

Airport Information

UUDL (Tunoshna)

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General Info

Yaroslavl, RUS

N 57° 33.6' E 40° 09.4' Mag Var: 10.2°E

Elevation: 305'

Public, IFR, Customs availble on a restrcted basis, Landing Fee

Fuel: Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+3:00 uses DST

Runway Info

Runway 05-23 9843' x 144' asphalt

Runway 05 (53.0°M) TDZE 286'

Lights: Edge, ALS

Runway 23 (233.0°M) TDZE 301'

Lights: Edge, ALS

Communications Info

ATIS 127.35

Tunoshna Approach Control 120.3 MF Air-Ground

Notebook Info

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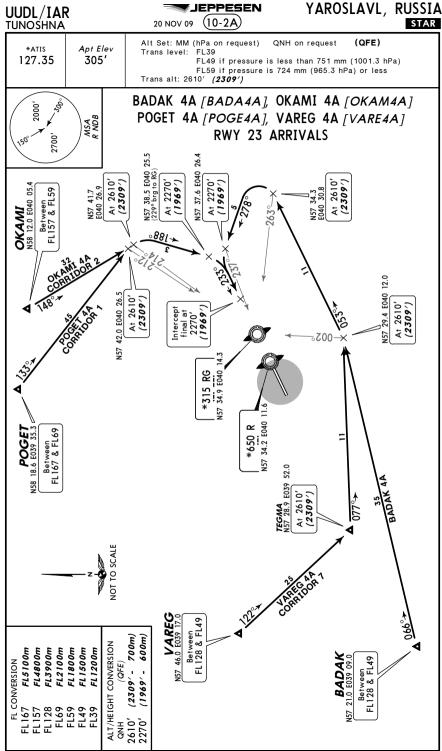
YAROSLAVL, RUSSIA JEPPESEN UUDL/IAR (10-2)20 NOV 09 STAR TUNOSHNA (QFE) Alt Set: MM (hPa on request) QNH on request Trans level: FL39 *ATIS Apt Elev FL49 if pressure is less than 751 mm (1001.3 hPa) 127.35 305' FL59 if pressure is 724 mm (965.3 hPa) or less Trans alt: 2610' (2324') BADAK 2, OKAMI 2, POGET 2, VAREG 2 **RWY 05 ARRIVALS** 2000' 2700' **POGET** N58 18.6 E039 35.3 Between MSA R NDB **OKAMI** FL167 & FL69 N58 12.0 E040 05.4 Between FL157 & FL59 FL CONVERSION FL167 FL5100m FL157 FL4800m FL128 FL3900m FL69 FL2100m FL59 FL1800m FL49 FL1500m FL39 FL1200m CORRIDOR CORRIDOR ALT/HEIGHT CONVERSION QNH (QFE) 2610' (2324' - 700m) NOT TO SCALE 2260' (1974' - 600m) VAREG N57 46.0 E039 17.0 Between FL128 & FL49 *315 RG N57 34.9 E040 14.3 At 2610' (2324') N57 29.3 E039 48.0 Intercept **TEGMA** N57 28.9 E039 52.0 final at At 2610' 2260' (2324')(1974')At 2610 (2324')**BADAK** N57 21.0 E039 09.0 Between FL128 & FL49 N57 26.4 E039 50.5 At 2610 *650 R (2324')N57 34.2 E040 11.6 N57 25.1 E039 55.4 N57 24.8 E039 54.8 At 2610' At 2610' (2324') (2324')

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CHANGES: STAR NODRI 2 withdrawn.

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CHANGES: STAR NODRI 4A withdrawn

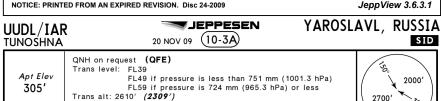
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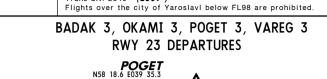
YAROSLAVL, RUSSIA JEPPESEN UUDL/IAR (10-3)20 NOV 09 TUNOSHNA QNH on request (QFE) Trans level: FL39 Apt Elev FL49 if pressure is less than 751 mm (1001.3 hPa) 2000' 305' FL59 if pressure is 724 mm (965.3 hPa) or less Trans alt: 2610' (2324') 2700' Flights over the city of Yaroslavl below FL98 are prohibited. BADAK 1, OKAMI 1, POGET 1, VAREG 1 MSA R NDB **RWY 05 DEPARTURES POGET**N58 18.6 E039 35.3 **OKAMI** N58 12.0 E040 05.4 At or above FL59 At or above FL49 ALT/HEIGHT CONVERSION ONH (QFE) 1280' (994' - 300m) 2610' (2324' - 700m) FL CONVERSION FL39 FL1200m FL49 FL1500m NOT TO SCALE FL59 FL1800m FL98 FL3000m **VAREG** At or above *315 RG FL59 N57 34.9 E040 14.3 At 1280' (994') **TEGMA** N57 28.9 E039 52.0 At or above 2610' (2324') **BADAK** N57 21.0 E039 09.0 VAREG 1 At or above FL59 *650 R N57 34.2 E040 11.6

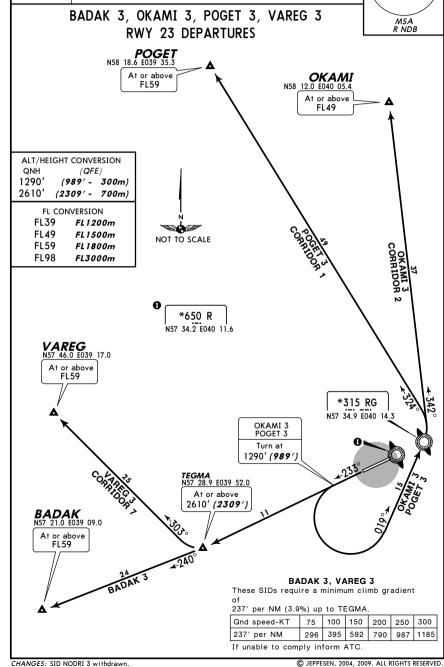
CHANGES: SID NODRI 1 withdrawn.

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YAROSLAVL, RUSSIA JEPPESEN

UUDL/IAR Apt Elev 305' N57 33.6 E040 09.4 2 JAN 09 (10-9) Eff 15 Jan TUNOSHNA *ATIS *TUNOSHNA Approach (GND/TWR) 127.35 120.3 Taxiing and towing without permission from Tunoshna APPROACH are prohibited. IL-76 and TU-154 acft shall carry out 180°-turns on rwy turn pads only.
Birds in vicinity of airport. Control 453 Main Twy Λ ⁴²³'\ FOR PARKING POSITIONS SEE 10-9A Meters ADDITIONAL RUNWAY INFORMATION USABLE LENGTHS

— LANDING BEYOND — RWY Threshold Glide Slope TAKE-OFF WIDTH 05 RL (60m) ALS PAPI-L (angle 3.0°) RVR 144' 44m 23 RL (60m) HIALS PAPI-L (angle 3.0°) RVR 8859' 2700m • 05 **0** 328' Grass runway 100m 1 Available in winter only. TAKE-OFF AIR CARRIER (JAA) All Rwys LVP must be in force RCLM (DAY only) RCLM (DAY only) or RL or RL 250m

300m

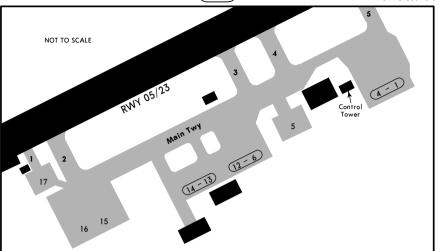
CHANGES: Variation. Rwy bearings.

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400m

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UUDL/IAR YAROSLAVL, RUSSIA **JEPPESEN** 2 JAN 09 (10-9A) Eff 15 Jan **TUNOSHNA**



Main Twy from Twy 4 to stands 1 thru 4 is not available. Stands 6 thru 12 available for helicopters.
Stand 17 available as quarantine stand.

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UUDL/IAR

2 JAN 09

10-9X)

Eff 15 Jan

YAROSLAVL, RUSSIA

					TUNOSHNA
STRAIGHT-IN RWY		A	В	С	D
05	NDB	1110′(824′)	1110′(824′)	1110′(824′)	1110′(824′)
		R1500m	R1500m	R2000m	R2000m
23	ILS	501 ′(200′)	501 ′(200′)	501 ′(200′)	501 ′(200′)
		R550m	R550m	R550m	R550m
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT			
	AUTHORIZED		ORIZED		
	2 NDB	630 ′(329′)	630 ′(329 ′)	630 ′(329 ′)	630 ′(329′)
		R900m	R1000m	R1000m	R1400m
	ALS out	R1500m	R1500m	R1800m	R2000m
	RG LOM or R LMM	1060′(759′)	1060′(759′)	1060′(759′)	1060 ′(759 ′)
		R1200m	R1400m	R1400m	R1800m
	ALS out	R1500m	R1500m	R2000m	R2000m

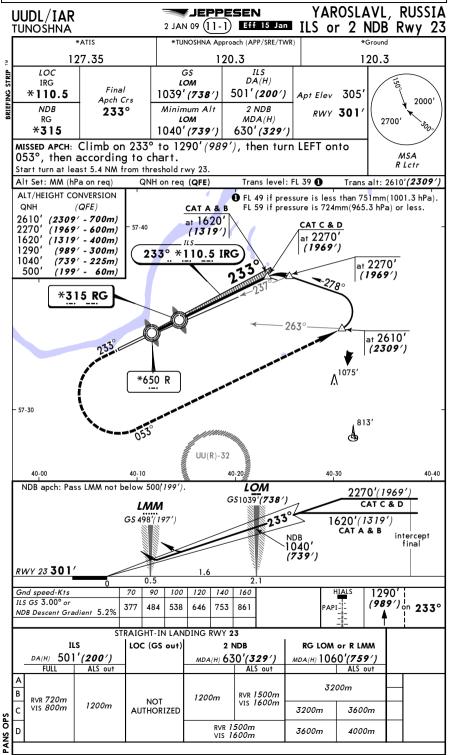
TAKE-OFF RWY 05, 23							
LVP must be in Force		1					
RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)					
A B 250m	400m	500m					
D 300m							

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JEPPESEN Licensed to прап. Printed on 18 Dec 2009. JeppView 3.6.3.1 NOTICE: PRINTED FROM AN EXPIRED REVISION. Disc 24-2009 YAROSLAVL, RUSSIA JEPPESEN UUDL/IAR NDB Rwy 05 2 JAN 09 (16-1) Eff 15 Jan TUNOSHNA *ATIS *TUNOSHNA Approach (APP/SRE/TWR) *Ground 127.35 120.3 120.3 2000' Lctr Final Minimum Alt Apt Elev 305 MDA(H) Apch Crs No FAF 1110' (824') 2700' *650 053° RWY 286 MISSED APCH: Climb on 053° to 1280' (994'), then turn RIGHT onto MSA 233°, then according to chart. R Lctr Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 39 🕕 Trans alt: 2610'(2324') 800′ 1 FL 49 if pressure is less than 751mm(1001.3 hPa). FL 59 if pressure is 724mm(965.3 hPa) or less. UU(R)-239 *650 R ^757′ UU(R)-49 57-35 [MNØ5] 57-30 **TEGMA** at 2610' (2324') UU(R)-32 764 40-20 ALT/HEIGHT CONVERSION 57-25 at 2610' 2610' (2324' - 700m) (2324')(1974' - 600m) 2260' 1930' (1644' - 500m) (994' - 300m) 39-50 40-00 1280' **TEGMA** Lctr 2610' ├053° 2260'(1974') (2324')CAT C & D [MNØ5] 1930' (1644') [TCH 50'] CAT A & B RWY 05 286' 1280' Gnd speed-Kts 70 90 100 120 140 160 (994') on 053° Descent gradient 5.24% or 743 849 372 478 531 637 Descent angle STRAIGHT-IN LANDING RWY 05 MDA(H) 1110'(824') ALS out 3200m 4000m 4400m CHANGES: Procedure. © JEPPESEN, 2004, 2009. ALL RIGHTS RESERVED.